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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	
SUBJECT	River Crossing Exercises in the Neuruppin Area	DATE DISTR.	22 OCT 1957
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ENCLOSURE ATTACHED  
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[redacted] report which [redacted] gives information on the following: (1) Construction of a large building at the Panzer Kaserne. (2) Location of a Soviet post office, (3) Shipments to and from Neuruppin, (4) A detailed description of river crossing exercises on the Molchowsee. A sketch showing the assembly of a bridging section and parsons [redacted] is also included.

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Soviet activity, including river crossing exercises,NEURUPPIN

(10 Aug - 12 Sep 57)

NEURUPPIN

1.

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At 1700 hours 3 x T-34/85 and 5 x T-54 drove from the PANZER KASERNE (BS 2205) via GENTZRODE towards the WITTSTOCK training area.

2. A large building for quarters is under construction at the PANZER KASERNE

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3. The old restaurant "STRANDGARTEN" [redacted] is in use as the Russian post office.

4.

At 1200 hours 2 x flats were loaded, each with 1 x JS-3, at NEURUPPIN station. They were attached to a train that left at 1230 hours towards NEUSTADT.

5.

[redacted]

6. RIVER CROSSING EXERCISES 25X1

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At 1000 hours the following vehicles from GENTZRODE drove to the western bank of the MOLCHOW SEE [redacted]

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- (a) 8 x ZIS-151, each with a pontoon.
- (b) 2 x ZIS-151, with metal bearers, approximately 6.5 metres long.
- (c) 2 x ZIS-151 with wooden planks, 20-25 cms. wide, 4 metres long and 6-8 cms. thick.
- (d) 1 x ZIS-151 with a motor boat.

7. The pontoons are described as follows:

- (a) Metal pontoons, 4 with cut-away bows and 4 with straight bows and sterns.
- (b) Approximately 1.8 metres wide and 3-3.5 metres long.
- (c) Completely covered in, with a square opening in the middle of the upper surface the size of a manhole.

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8. On the east and west banks of the bottle-neck of the MOLCHOW SEE there is a permanent bridge pier, used for exercise purposes. This is approximately 5 metres long, 3 metres of which project over the water and are supported on stakes. The platform running surfaces are of wooden planks and are approximately 7-8 metres wide. 25X1

9. Approximately 5-8 metres from the west bank bridge pier [redacted] to the river's edge and launched the pontoons.

10. Thirty men, black/lilac sbds., began to assemble in the water a bridging section 13 metres long, i.e. about  $\frac{1}{2}$  of the width of the lake at this point. The assembling of this bridging section proceeded as follows:

- (a) A pontoon with cut-away bows and a pontoon with straight bows were manoeuvred into position, end to end, by means of a pneumatic boat and were screwed together. Along each of the two longer sides of the pontoons 3 iron plates, each 40 cms. long, were screwed into position, so that approximately 20 cms. protruded beyond the sides of the pontoons.
- (b) Two other pontoons were similarly treated.
- (c) The four pontoons thus treated were then fastened together by iron bars, about 1 metre in length, and equally spaced. These iron bars were bolted to the iron plates mentioned in para. 10 (a) above.
- (d) At right angles to these iron bars, i.e. running parallel to the sides of the pontoons, wooden planks were laid so that the running surface of the bridging section was about 4 metres in width.
- (e) The distance between each pair of pontoons was about 1.5 metres.

11. Assembly was carried out in such a way that the bridging section, when completed, stretched lengthwise, parallel to the side of the lake. A motor boat then moved into position between the second and third pontoons (see diagram) and was held firm by a tow-rope fastened to the first and fourth pontoon, i.e. to the two outside pontoons.

12. The entire bridging section, comprising 4 pairs of pontoons, was then manoeuvred, using the motive power of the motor boat, alongside the western bridging pier and fastened to it. Later the section was pushed to the eastern pier and fastened to it also. No vehicles were driven onto the bridging section to test it.

13. The following were the principal timings:

- (a) From the unloading of the material to the completion of the bridging section (inclusive) - 35 minutes. This does not include the positioning of the motor boat in the middle of the bridging section.  
N.B. All material was off-loaded manually. No cranes were used.
- (b) From the fastening into position of the motor boat to the fixing of the bridging section to the western pier (inclusive) - 5 minutes.

14. This exercise was carried out in heavy rain.

15. At 1100 hours on 12 Sep 57 a bridge, this time using open pontoons, was erected at the same place and stretched right across the lake.

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16. This bridge, consisting of 3 sections, which were assembled one after the other by a group of 40 - 45 soldiers with black/lilac sbds., was manoeuvred into position and fastened as in the exercise described above. Twelve minutes were needed to off-load the necessary parts and to assemble the first section.
17. After completion the bridge was tested by 3 x JS-3, which were driven across one after the other - only one on the bridge at any one time.

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## Ohne Maßstab.

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